

In the Claims:

1. (Currently amended) An engine for use with a load, said engine comprising:

a compressor ~~that adapted to receive power and,~~ upon receiving power,
~~to:~~ periodically defines a chamber; fills said the chamber with ambient air;
and carries ~~carry~~ out a pressurization process wherein ~~the~~ said chamber
volume is decreased to produce pressurized air,

a first reservoir ~~adapted to receive~~ pressurized air from ~~the~~ said
compressor,

a combustor for receiving ~~fuel and~~ combusting said fuel in a combustion
process with ~~the~~ pressurized air from said compressor to produce primary
exhaust products,

a positive displacement air motor coupled to said combustor, wherein said
motor can ~~adapted to be driven by~~ the primary exhaust products from said
combustor to produce power and secondary exhaust products,

a positive displacement gas expander for receiving ~~the~~ secondary exhaust
products from said motor and expanding said ~~the~~ secondary exhaust
products substantially adiabatically to produce tertiary exhaust products
and power, and

power transfer means for directing power produced by ~~the~~ said air motor
and ~~the~~ said gas expander in use to drive said ~~the~~ compressor and the
load,

wherein:

~~the when said combuster is adapted to~~ receives varying amounts of fuel,
~~thereby to cause the said~~ power transfer means ~~to drives~~ the load with
varying amounts of power in use; and ~~the compressor is adapted to,~~
during the pressurization process, said compressor releases air from the
said chamber to said combuster, ~~for said combustion wherein in a manner~~
~~such that the pressure in the said chamber during the pressurization~~
process and the pressure of the primary exhaust products driving the said
air motor ~~is~~ are at a substantially constant level at steady state conditions,
~~said level adjusting and adjust~~ spontaneously to the load being driven ~~by~~
the power.

2. (Currently amended) An engine according to claim 1, wherein said the compressor is a rotary compressor.
3. (Currently amended) An engine according to claim 1, wherein said the combuster is a tubular combuster.
4. (Currently amended) An engine according to claim 1, wherein said the air motor is a rotary air motor.
5. (Currently amended) An engine according to claim 1, wherein said the gas expander is a rotary gas expander.
6. (Currently amended) An engine according to claim 1, wherein said the power transfer means comprises a shaft operatively coupled to each of said the compressor, said the air motor and said the gas expander.
7. (Currently amended) An engine according to claim 1, wherein said the combuster receives air for ~~said~~ combustion from said first the reservoir.

8. (Currently amended) An engine according to claim 1, wherein said first ~~the~~ reservoir also serves as a radiator.
9. (Canceled).
10. (Currently amended) An engine according to claim 1, wherein the expansion ratio defined by said ~~the~~ expander is larger than the compression ratio defined by said ~~the~~ compressor.
- 11 - 12. (Canceled).
13. (Currently amended) An engine according to claim 1, wherein said ~~the~~ compressor is a three stage compressor.
14. (New) An engine according to claim 1, wherein all pressurized air from said compressor is directed to said first reservoir.
15. (New) An engine according to claim 1, further comprising a second reservoir, wherein pressurized air from said first reservoir can enter said second reservoir when the pressure in said first reservoir is greater than the pressure in said second reservoir but air in said second reservoir cannot pass to said first reservoir.
16. (New) An engine according to claim 14, wherein substantially all pressurized air from said compressor must pass through said first reservoir and said combustor in order to be exhausted from said engine.
17. (New) An engine according to claim 15, wherein all pressurized air from said first reservoir is provided to said combustor or stored in said second reservoir, wherein all pressurized air from said first reservoir and said

second reservoir must pass through said combustor in order to be exhausted from said engine.

18. (New) An engine according to claim 15, further comprising a first backflow preventer to prevent exhaust gases from said combustor from flowing back into said first reservoir and a second backflow preventer to prevent exhaust gases from said combustor from flowing back into said second reservoir.
19. (New) An engine according to claim 18, further comprising a third backflow preventer to prevent gases from said second reservoir from flowing back into said first reservoir.